



FLIGHTPLANS

The quarterly informational publication of Delaware Aviation Support, Inc.

MISSION AND BOARD

Foster and promote understanding and acceptance of general aviation in Delaware; create public awareness and appreciation of General aviation airports; advance aviation safety through promotion of best practices, participation in safety programs, and advocacy of public policies, practices and actions that ensure a safe operating environment for general aviation; represent general aviation interests before public forums, legislative bodies and government agencies; and build an organization that through strength of numbers and involvement of a diversified membership can most effectively achieve the foregoing objectives.

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PRESIDENTS CORNER

Richard Horstmann

Life-Saving Acquisition

Well, I can't believe that a year has come and gone since I've been actively involved with the Delaware Pilots Association. By way of the new look of this news letter you can see some of the ideas that the Board of Directors has discussed over the past year. It was believed that a new look and name change was needed to generate a wider participation from the state aviation community. This effort has resulted in three new board members being approved by the membership. I would like to officially welcome Russ Opland, James Kohler and Jerry Harris. Each will bring a unique perspective to the membership and the board of directors. Each is a certified pilot and is actively participating in the aviation industry.

After much discussion, the Board of Directors has approved the association's name change to Delaware Aviation Support or DAS for short. It was believed that the association main mission statement was to support all aviation issues whether they are pertinent to pilots, FBOs, or airports. The neighboring states of Pennsylvania and New Jersey also have active aviation associations. They all have generic names, such as the Aviation Council of Pennsylvania and the New Jersey Aviation Association. I have had the pleasure of attending their annual meeting and noticed that their memberships are comprised of a broad cross section of the aviation industry. They have state transportation officials, airport managers, aviation equipment suppliers, FBOs and pilots participating as active members of the organization. For DAS to move forward and represent aviation in Delaware we will need support from the entire aviation community. As the Board of Directors enters into the New Year we will continue to expand the DAS membership and take on issues that will raise the level of interest in aviation.

Now for the real reason why I have chosen to name this article *Life-Saving Acquisition*. It isn't often when you read an article in an aviation magazine and it strikes such a chord, including everything that DAS is trying to do. But *Airport Business* - a magazine which can be found in the pilot lounges of most FBO's - featured such an article recently. In fact the main topic of the magazine's October issue was about the community of Bolingbrook, IL which came together to save a small airport west of Chicago.

The community purchased Clow International Airport, 30 miles west of downtown Chicago, in 2004 for \$13.2 million. The Bolingbrook community viewed the airport as an asset, and also saw that saving the airport was a good way to preserve open space in a rapidly developing region. The airport is now publicly owned and operated.

In our region, the state of New Jersey has been actively buying the development rights on small General Aviation airports to guarantee that they stay active in the local transportation system. The state is committed to saving the remaining 43 GA airports.

Recently it has come to my attention that the owner and operator of Smyrna Airport (38N) Reynolds Jones has passed away. I would like to take this time to extend our condolences to Mr. Jones's family and note that we have lost another aviator with deep roots in Delaware aviation. It is nice to know that DELDOT is actively moving through and updating the Airport System Plan for Delaware which I hope will address maintaining Smyrna as a public airport facility. In the coming months I will plan to keep the membership apprised on what is happening with this study.

I look forward to seeing everyone at our December membership meeting and wish the members that I don't see a Happy Holiday season with family and friends. Best Wishes to all. To contact me, use:

rhorstmann@urbanengineers.com

THE \$100 HAMBURGER

Chuck Alsop

OK. Where to go next? Well, I've been accused of being fixated on destinations to the south, so let's see what's interesting up north. I want to log it as a cross country. Be nice to fly over the hill country and see the trees changing color. How about Williamsport? The Mecca of Lycoming! The Home of the Pennsylvania College of Technology! Any pilot has to love a college that has a course on Propellers!

The airport at Williamsport has a pair of nice runways (9-27 and 12-30) and a very pleasant restaurant. A takeoff on runway 32 out of Wilmington will put you almost dead on course to IPT (heading 339). You'll probably want to fly at 3,000' or more as there are several 2,000' ridges as you get close, and with a good north or south wind the hills will kick up some pretty good low altitude turbulence. I like 4,500' myself, clouds permitting, as it gets me above the bumps and I enjoy that altitude for my cross country sightseeing.

There is no controlled airspace to worry about as you are slipping by well clear of Reading and Lancaster, and northeast of Muir Army Air Force base. When you get out of the range of the DuPont VOR (DQO-114.00) you can use the Milton VOR (MIP-109.2) to get you to within 17.5 nm of Williamsport. Depart the MIP VOR at a heading of 328 degrees and you'll be over the airport in nine minutes or so.

One problem with IPT is the 2,000' plus ridge that runs east-west just south of the field (529'). For some reason, the antenna for the ASOS (125.225) is at ground level north of the ridge and you have a hard time picking up weather until you are within 15 miles of the airport. If the weather is cool, don't be surprised if you have ground fog or low clouds to deal with.

The weather can be radically different north and south of the ridge. I've seen 500' overcast south of the ridge with few at 500' on the north side. Runway 27 has an ILS you pick up at Picture Rocks (NDB-344), nine miles east of

the field at 3,700'. New York center has poor radar coverage in the Williamsport area and the New York controllers speak REAL fast. It's a fun approach to fly for practice in VFR conditions but in actual IFR it's a little unnerving knowing that on final at 1022 feet you have a 2,000 foot ridge a couple of miles to the south. Of course if you are spoiled by a GPS, life is much easier. Just hit the IPT direct button.

As you approach the field VFR, you can swing east of the ridge and approach the field over the river flood plane. Nice safe and a little boring, I save this method for heavy traffic or poor visibility. My favorite way to land (traffic and tower (119.1) permitting) is to come over the ridge at 3,500' right over the center of the field and descend into the pattern at 1,500' like an elevator. Yee Haw! My engine mechanic loves me! When you call in, the tower normally asks which approach you want. You do fly for fun, right? The restaurant is in the main terminal building to the north side of the field. Tell ground (121.9) you want the restaurant and they will direct you to the east ramp for parking. If you want fuel you can go to the west ramp, but fuel is pretty steep at IPT.

The restaurant is called the Skyview Restaurant and Lounge. They are on the second floor above the commercial terminal and have a great view of the runways. The décor is enhanced by the usual collection of plastic models hanging from the ceiling. Hey, it beats reading a book while you wait for your meal. There is a sandwich area next to the bar (no you don't, you're flying, remember?) and a more formal dining area to the west side. It seems like the dinner menu is always in flux, different every time I visit. I like their dinners though, a classic mix of well cooked, good old fashioned American entrees, moderately priced. I tend to lean toward the sandwich menu myself.

Most folks on Sunday in the restaurant side are dressed for church, my blue jeans and I get self conscious when I mix with folks in suits and dresses with pearls. The bar & sandwich is much more my speed. Just \$6.95 will set you

up with an "Old Fashioned Burger" with a wide variety of toppings from grilled mushrooms to fried green bell peppers for 25 cents a topping. I really like their Turkey Club for \$7.50, but bring your appetite as it's a pretty large sandwich.

Leaving IPT to the south offers some interesting choices. If you depart to the west you need to climb 2,500 feet or so to clear the ridge. You can cut north a mile past the threshold of 27 and climb in a cut in the ridge but it's a little nerve wracking. The calm, safe departure is to turn east and parallel the ridge while you climb before turning south. Now if you want some low cost gas and a fun landing, you can stop at Joe Zerby field (Schuylkill County) on your way back. Zerby is 41 nm on a heading of 153 from IPT. The field is built on a ridge (1,734') with a 4,600' asphalt runway (11-29) and a 2,300' turf runway (4-22). Both gliders and acrobatics are common over the field which can make for an interesting diversion while fueling up. Landing and taking off on 11-29 have the feel of flight ops on an aircraft carrier. The landscape falls off abruptly at the runway ends. The gas is credit card-self serve and usually 20 to 30 cents a gallon cheaper than ILG or IPT. Okay, get your pencil out, secret information, just for you. The restroom has a combination (hit 2 & 4 simultaneously, then 3 to open the magic door). Depending on how many iced teas you had with lunch this can be highly critical information. Just remember to keep it our little secret.

Zerby is 71nm from ILG on a heading of 162 degrees. Just long enough to put 20 minutes on each tank and park the plane at ILG with tanks a couple of inches below the fill neck on each side. A couple of nice airfields, 2.5 hours cross-country time, a good meal and a pretty countryside to meditate on while flying. Not a bad Sunday afternoon.

A SUCCESSFUL AIR SHOW

Another Impressive Display

The Air Show at ILG-DANG was well attended and enjoyed by all. There was an impressive display of air craft, flybys and air shows. Many people wish that such an event can happen on regular bases.

BITS ABOUT ILG

Miscellany You May Be Interested In

- ♦ IFR lighting for ILG runway 1/19 is being upgraded by FAA to MALSR. Task is expected to be completed by year-end.
- ♦ It seems many of us who have DRRB issued airport badges have let our badges expire. If your New Castle Airport I.D. badge has expired you can call 302.328.4632 to determine when to come to Airport Safety Office (North end of Terminal) to have a new badge issued. Bring old card or expect to complete data sheet.

WAKE THE KIDS, CALL YOUR FRIENDS AND NEIGHBORS

Bring them all out to the next quarterly meeting on Wednesday, December 13.

It will truly be a special meeting. We will begin at 7:00pm in the Operations Theater at ANG. Enjoy some holiday treats and hanger flying. At 7:30pm we will be treated to an exclusive look at a C130 on the ground, and a chance to watch a formation takeoff of two C130's departing ILG. The C130 on display will have power on. We will get a chance to climb through the aircraft, and sit in the pilot's seat with instrumentation up. Unlike virtually all public static displays of military aircraft, this power-up display will give you a much richer appreciation for the capabilities of the aircraft and those who fly them. Remember, the ANG personnel and their aircraft have been proudly serving our country in a very meaningful way. They have been used in places like Bosnia, Iraq, and they have just returned from Afghanistan. They have withstood enemy fire and our own ANG is the most seasoned group of pilots in the US ANG.

GOT A PASSPORT?

Starting January 23, You May Need One

You have less than 2 months to obtain a passport if you are planning to fly to Canada, the Caribbean, Bermuda, or Central and South America. Starting January 23, 2007, you'll need a passport to enter (or re-enter) the USA. No longer will your birth certificate and government-issued photo ID suffice. This change is part of the Western Hemisphere Travel Initiative, an act set forth by Congress in 2004. You'll need a passport whether you are flying in your own general aviation aircraft or if you're an airline passenger. AOPA had requested that this requirement not be extended to GA until 2008 to allow more time to inform pilots. The departments of Homeland Security and State announced the requirement last month as part of a broader initiative to secure U.S. borders. Limiting the types of documents travelers can present should make the U.S. border more efficient, according to the departments.

And if that isn't enough you'll also get a chance to get an close up and personal look at a 2006 C182. It has a G100 Glass Cockpit and mods for use in the CAP. Digital photos will be taken of the event and you can sign up to receive them via e-mail. Maybe you can pose for a good background picture for your computer screen.

Then our meeting will convene in the OPS Theater. There will be the president's remarks, emphasizing the direction of our organization. And the grand finale will be a very special raffle. Jim Kohler from the ANG has generously donated his pure silver, mint condition commemorative coin of the Delaware Air National Guard Squadron. It was recently minted in recognition for the outstanding service of the DANG.

So take the break you deserve from the busy holiday season and join your fellow pilots, aviation enthusiasts, and friends for an enjoyable evening.

DID YOU KNOW?

Celestial Navigation: It's All In The Angles

Question: I know it's considered old school to navigate by the stars in the sky since GPS is available these days, but do you have any suggestions and resources to help me understand this form of navigation?

Answer: Yes. Celestial navigation is accomplished by measuring angles of named stars, planets, and the moon compared to the Earth's horizon and the time of day/date in order to find your relative position. The position of the celestial bodies at every minute of the day is well known, documented, and published in an almanac created by the U.S. Naval Observatory. To properly utilize celestial navigation, a chronometer is used to measure time, a sextant for angle measurements, and maps to pinpoint your location. When a celestial body is high in the sky, it's difficult to determine its direction with a high degree of accuracy. The lower the celestial body is in the sky, the more accurate the direction. For more insight, review the AOPA Pilot magazine article, "Celestial Navigation."

CURRENT DAS BOARD

Is Now Established, Up and Running

DAS board voted to establish new board positions for another year. The current board members and their associated positions are on the front page of Flight Plans. Their e-mail addresses are included and all members are encouraged to contact board members.

MEETING DECEMBER 13th

General Membership Meeting
Wednesday, December 13, 2006

7:00PM Hanger Flying
7:30PM Tours on the Ramp
8:15PM Begin Meeting
8:30PM Raffle

LOCATION
DANG Ops Theater

Become A Member of the Delaware Pilots Association

Become a member of DPA today. Fill out and return this application, along with your check to become part of Delaware's own general aviation grass-roots support team. You'll receive your membership card, DPA's quarterly newsletter as well as other mailings to keep you informed of general meetings, DPAfly-outs, Delaware aviation issues of concern and of DPA's efforts to meet those challenges.

Name _____ Date _____

Address _____

Home Phone (____) _____ Business Phone (____) _____

Pilot? Yes No Aircraft Owner? Yes No What Kind? _____

Where Based? _____ Occupation? _____

Please mail this application, along with your check made out to DPA, for \$20 (one-year membership) or \$50 (three-year membership to: DPA, P.O. BOX 12124, WILMINGTON, DE 19850-2124.

AVIATION LIGHTER SIDE

Stupid Things We Hear And Say

Here is your opportunity to contribute to the lighter side. Let's face it, aviation humor is the funniest. As comedian Ron White says, "You can't fix stupid."

Help AOPA out in their new online survey about stupid things you may have said or heard over the radio. The anonymous results will be shared in the "Pilot Briefing" section of an upcoming issue AOPA Pilot magazine.

www.aopa.org/members/survey/full_survey.cfm?id=154



REMEMBER TO CHECK OUR DAS WEB SITE



PO Box 12124, Wilmington, DE 19850-2124



MARK YOUR CALENDARS!

General Membership Meeting
Date: Wednesday December 13, 2006

LOCATION

Delaware Air National Guard at ILG
(You must show ID at the gate)

MEETING AGENDA

- 7:00PM **Holiday Treats and Hanger Flying**
- 7:30PM **Tours On the Ramp**
 - ♦An exclusive look at a C130 on the ground.
 - ♦A chance to watch a formation takeoff of two C130's.
 - ♦Another close-up opportunity, with a new C-182.
- 8:15PM **Begin Meeting**
 - ♦President's Welcome and Remarks.
- 8:30PM **Raffle**
 - ♦Mint condition commemorative DANG Squadron coin.